Amendments to the Specification:

Please amend the paragraph beginning on page 2, at line 0006 as shown below:

One example of a heavy duty suspension system is a three link suspension system that may include two radius arms and a track bar. The radius arms connect through rubber bushings to the frame and normally extend below the axle. Radius [[arums]] arms generally connect to axle mounting structures that are located fore and aft of the axle. The track bar [[may be]] , also known as a Panhard rod, is a lateral restraint which may be replaced with [[or]] a Watt's linkage that laterally connects to the axle and the frame through rubber bushings or an equivalent joint such as a spherical joint. The track bar and steering links may be located on the opposite side of the axle from the side on which the radius arms are connected to the frame. Any portion of the radius arms that extend beyond the axle to the opposite side may complicate suspension system design and create interference with the steering linkage.

Please amend the paragraph beginning on page 4, at line 0014 as shown below:

According to another aspect of the present invention, an improved radius arm is provided for a front axle suspension system of a vehicle. The vehicle has an axle that is connected to a frame element of the vehicle that is spaced rearward relative to the axle. The axle has a connector extending rearwardly from the axle and a receptacle in which a pair of bushings are retained in a vertically aligned relationship behind the axle. The bushings each have a central bore through which a fastener is inserted. The radius arm comprises an elongated arm having a forward end on which ~~a bracket~~ an axle connector is provided. The ~~bracket defines a clevis on which~~ axle connector supports a pair of bushings that are assembled to upper and lower vertically aligned fasteners. The fasteners extend through the fastener receptacle bores in the bushings. A frame bushing is provided at the rearward end of the arm and is adapted to connect the rearward end of the arm to the frame of the vehicle.

Please amend the paragraph beginning on page 5, at line 0016 as shown below:

According to another aspect of the invention, a combination comprising an axle and a radius arm is provided for a vehicle. The axle has a central axis and a connection structure to which the radius link is secured. The radius link comprises an elongated body connected at a first end to the frame and to ~~a bracket~~ an axle connector at a second end. A pair of bushings are secured to the connection structure of the axle and to the ~~bracket~~ axle connector at the second end of the body. The bushings are disposed on the same fore and aft side of the central axis of the axle and are vertically spaced relative to each other.

Please amend the paragraph beginning on page 6, at line 0017 as shown below:

According to other aspects of the invention relating to the combination of an axle and radius arm, the body and ~~bracket~~ axle connector may be disposed on one side of the axle so that they do not extend longitudinally beyond the central axis of the axle. The bushings may be connected to the ~~bracket~~ axle connector by fasteners that are oriented parallel to the central axis of the axle and are vertically aligned with one another so that one of the bushings is disposed at a greater height than the central axis and the other bushing is disposed at a lower height than the central axis.

Please amend the paragraph beginning on page 6, at line 0018 as shown below:

The bushings may have a central bore through which a fastener is inserted to secure the ~~bracket~~ axle connector to the connection structure of the axle. The central bores are parallel to the central axis of the axle and form a triangular supporting array on one side of the axle wherein no part of the triangular supporting array extends directly below or directly above the central axis. A frame connector bushing has a central bore for receiving a fastener that is adapted to connect the first end of the body to the frame of the vehicle.

The bushings may be connected to the ~~brackets~~ axle connector by fasteners that are oriented parallel to the central axis of the axle.

Please amend the paragraph beginning on page 6, at line 0019 as shown below:

The frame connector may include a bushing that has a central bore for receiving a fastener that is adapted to connect the first end of the body to the frame of the vehicle. The central axis of the axle, the fasteners that connect the resilient bushings to the ~~brackets~~ axle connector and the central bore of the resilient bushing that connects the first end of the body to the frame are preferably arranged in a quadrilateral array on one side of the axle.

Please amend the paragraph beginning on page 9, at line 0031 as shown below:

A carriage bolt 68 and nut 70 is inserted through a sleeve that lines a central bore 74 of silent block bushing 72. Silent block bushing 72 includes a rubber core 76 through which central bore 74 is formed. An outer shell 78 is provided around the rubber core 76. A flange 80 of the radius arm axle bushing 42 defines a bushing receptacle bore 82. The bushings 72 are each received in one of the bushing receptacle bores 82 with the outer shell 78 nesting within the bushing receptacle bore 82. Each of the carriage bolts 68 extends through one of the fastener bosses 60, 62 and through the central bore 74 of the bushing 72. The bushing 72 is retained within the clevis 56 of the radius arm 36. The bushing 72 connects the axle bushing assembly 42 to the radius arm 36 with a specified bushing rate.

Please amend the paragraph beginning on page 10, at line 0032 as shown below:

Referring to Figure 5, a plot comparing a ~~busing~~ bushing arrangement having the disclosed vertical orientation to an equivalent fore/aft bushing orientation wherein the bushings are secured to an axle with one bushing in front of the axle and the other bushing being located behind the axle. The bushing locations of the fore/aft bushings used in the comparison is approximately the same in the fore/aft direction relative to the axle centerline as the vertical spacing of the vertically located bushings. All of the bushings used in the comparison had the same bushing rate. The vertical bushings show an increased roll stiffness for a given bushing rate than the equivalent fore/aft bushings. For example, for a roll angle of 6, the roll torque is approximately 14,000 N-m. While for a roll angle of 6°, the roll torque for an equivalent fore/aft bushing is less than 12,500 N-m.